

**MINUTES OF THE
TRANSPORTATION, ENVIRONMENTAL QUALITY & NATIONAL GUARD
APPROPRIATIONS SUBCOMMITTEE
Room W010, West Office Building, State Capitol Complex
Thursday, January 25, 2007**

MEMBERS PRESENT: Sen. Carlene Walker, Co-Chair
Rep. Wayne Harper, Co-Chair
Sen. Fred Fife
Rep. Glenn A. Donnelson
Rep. Kevin Garn
Rep. Neil Hansen
Rep. Neal B. Hendrickson
Rep. Todd E. Kiser
Rep. Becky Lockhart
Rep. Patrick Painter

MEMBERS ABSENT: Sen. Sheldon Killpack
Sen. John Valentine

STAFF PRESENT: Mark C. Bleazard, Fiscal Analyst
Rosemary Young, Committee Secretary

Note: A list of visitors and copy of handouts are filed with committee minutes.

Sen. Walker called the meeting to order at 2:24 p.m.

MOTION: Rep. Hendrickson moved to approve the minutes of the January 22, 2007 meeting. The motion passed unanimously with Rep. Hansen, Rep. Lockhart, and Rep. Painter absent for the vote.

Department of Transportation

MOTION: Rep. Donnelson moved to approve the Base Budget for the Division of Engineering Services in the amount of \$28,698,500 excepting the \$88,100 from the General Fund. Carlos Bracerias, Deputy Director of the Department of Transportation, responded that the department does not object to that exception. The motion passed unanimously with Rep. Hansen, Rep. Lockhart, and Rep. Painter absent for the vote.

MOTION: Sen. Walker moved to approve the Base Budget for the Division of Region Management in the amount of \$24,490,900. The motion passed unanimously with Rep. Hansen, Rep. Lockhart, and Rep. Painter absent for the vote.

MOTION: Rep. Garn moved to approve the Base Budget for the Division of Support Services in the amount of \$26,194,200. The motion passed unanimously with Rep. Hansen, Rep. Lockhart, and Rep. Painter absent for the vote.

MOTION: Rep. Kiser moved to approve the Department of Transportation Fees found as Attachment A to these minutes. The motion passed unanimously with Rep. Hansen, Rep. Lockhart, and Rep. Painter absent for the vote.

Mark Bleazard, Fiscal Analyst, reviewed the Construction Management budget brief noting that this is the largest budget in the DOT. The total line item for FY2008 is \$302,951,900 which covers four programs as follows: \$120,299,800 for Rehabilitation/Preservation which easily meets the requirements of statute that a certain percentage of motor fuel taxes and special fuel taxes collected be used for highway rehabilitation. The amount of \$51,634,600 is to come from the Transportation Fund and \$68,665,200 from Federal Funds. \$60,227,500 for Federal Construction-New which goes to reconstruction and capacity increasing projects on the federal highway system. \$67,424,600 for State Construction-New which includes projects which are not eligible for federal funding. \$55,000,000 for the Transportation Investment Fund which was created by HB 108 last year. The sources of funds are as follows: \$35,000,000 from the General Fund, \$57,445,900 from the Transportation Fund, \$152,831,400 from Federal Funds, \$1,550,000 from Dedicated Credits, \$55,000,000 from the Transportation Investment Fund and \$1,124,600 from Designated Sales Tax, half of which goes to State Park access roads and half to corridor preservation.

The Analyst reviewed the issue of Right of Way acquisition and the Department's move to become more proactive thereby saving money, environmental impacts, demolition costs, and relocation of displaced persons. The estimated cost of Mountain View Corridor right of way alone is \$443 million. The Analyst recommends an appropriation of \$40,000,000 one time from the General Fund in FY 2008 for advanced right of way acquisition.

DOT is responsible for approximately 1700 state owned bridges over Utah highways. Many are reaching the end of their physical and functional lives. Current appropriations are falling behind demands for bridge repairs. The department is requesting \$60,000,000 ongoing from the General Fund to address the problem. The Analyst recommends an appropriation of \$60,000,000 one time from the General Fund in FY 2008 for bridge replacement construction.

The department is requesting \$200,000,000 from the General Fund, ongoing, to take care of smaller "choke point/safety" projects that can help relieve congestion. The Analyst is recommending \$200,000,000 one time from the General Fund in FY 2008 for Choke Point/Congestion Relief.

Carlos Bracerias explained that \$200,000,000 was their original request for Choke Points, but they have revised it to conform to the Governor's budget. They are now requesting \$30,000,000 ongoing and \$70,000,000 one time. The Analyst reminded the committee that these are numbers for discussion but the final appropriation may be different.

All of the dollars in the Construction line item are construction costs. There are no FTE's.

There was discussion as to the funding source for chokepoint relief and whether these projects would be exempt from the CAP. Committee leadership suggest that the committee make a recommendation as to whether capital transportation projects should be under or outside the CAP.

The department explained briefly the process they go through to determine the numbers that they put forward in their budget, balancing humongous needs and reality. A list of current projects has over a billion dollars in right-of-way needs. Corridor preservation for Bangerter Highway was an understanding between UDOT and the cities and counties that the highway would be built where a line was drawn on a map, and the corridor was maintained. The land was bought at the time they were ready to build. This was an unusual case and the process would not work today.

The chair encouraged the members of the committee to look carefully at the requests for one-time and ongoing money for construction projects which total about \$514,000,000. Since there's only about \$219,000,000 of one-time money, it will be necessary to prioritize and balance one-time and ongoing in order to be prepared to make a recommendation to the full legislature for adoption.

The Analyst reviewed the Operations/Maintenance Management budget brief, pointing out that it is the second largest budget in the department. The base budget recommendation is \$118,035,700 for FY 2008 which includes funding for the following programs:

Maintenance Administration	\$ 3,975,500
(funds held for emergencies)	
Region One Maintenance	15,975,900
Region Two Maintenance	21,838,500
Region Three Maintenance	15,214,500
Richfield Maintenance District	9,975,600
Price Maintenance District	10,957,700
Cedar City Maintenance District	10,263,000
Seasonal pools	1,427,700
Land and Buildings	3,853,700
Field Crews	15,533,900
Sign Operations	157,800
Traffic Safety	2,666,300
Traffic Operations Center	4,919,800
Maintenance Planning	1,275,800

The recommendation includes the following intent language:

It is the intent of the Legislature that any and all collections or cash income from the

sale or salvage of land and buildings are to be lapsed to the Transportation Fund.

There is appropriated to the Department of Transportation from the Transportation Fund, not otherwise appropriated, a sum sufficient, but not more than the surplus of the Transportation Fund, to be used by the Department for the construction, rehabilitation, and preservation of State highways in Utah. It is the intent of the Legislature that the appropriation fund first, a maximum participation with the federal government for the construction of federally designated highways, as provided by law, and last the construction of State highways, as funding permits. It is also the intent of the Legislature that the FTE's for field crews may be adjusted to accommodate the increase or decrease in the Federal Construction Program. No portion of the money appropriated by this item shall be used either directly or indirectly to enhance or increase the appropriations otherwise made by this act to the Department of Transportation for other purposes.

The source of funds for Operations/Maintenance Management is as follows: \$109,377,600 from the Transportation Fund, \$7,981,000 from Federal Funds, and \$677,100 from Dedicated Credits. The Transportation Fund money comes from fuel taxes and vehicle registration.

The Analyst recommends an additional appropriation of \$1,500,000 ongoing from the Transportation Fund to Maintenance Management to help offset inflation. There is also a recommendation for an appropriation of \$3,300,000 ongoing from the Transportation Fund for increased maintenance of traffic systems and signals as there are now many more in the system. The Analyst recommends the committee appropriate \$3,800,000 ongoing from the Transportation Fund to offset increased costs of petroleum based materials. Also the Analyst recommends the committee appropriate \$75,000 ongoing from the Transportation Fund to fund maintenance of the new overlook/rest area on highway 89 in Logan Canyon.

Tracy Conti, Director of Operations, answered committee questions about sign operations. The prison makes many of their signs. The Sign Operations Program only does unique, custom signs.

There was a discussion of the maintenance of rest areas. The Deputy Director pointed out the difference between "rest areas" and "rest stops". The "rest areas" are the more park-like facilities and are less appropriate for urban areas. "Rest stops" are the partnership arrangements primarily with service stations and feel safer to patrons in urban areas, especially at night.

The Deputy Director recognized the value of the employees in the maintenance division who are lower paid employees in the department but are being asked to be better trained and more versatile in their skills to match a variety of assignments. The challenge is to attract and retain these employees in the current healthy economy. Many of them are on call 24-7 and don't complain about being called out on holidays or in the middle of the night. One assignment that is important is painting lines on the roads, some needing to be painted as often as twice a year.

Tapes may cost as much as five times the original cost of paint, but they might last as long as five to seven years with high visibility. They are currently researching a tape with a better wet reflectivity, and different types of paint. Every maintenance activity is tracked as to materials, equipment, and hours to know how the money is spent.

Signage on the highways is dictated by a standard, and the goal is to have a national standard. Destination signs on freeways are controlled by a list from the federal government.

Rep. Hendrickson moved to adjourn. The motion passed unanimously with Rep. Lockhart absent for the vote.

Rep. Harper adjourned the meeting at 3:41 p.m.

Rep. Wayne Harper, Co-Chair

Sen. Carlene Walker, Co-Chair

ATTACHMENT A

Summary

In accordance with Title 63-38-3.5 Utah Code Annotated, the following fees are proposed for the services of the **Utah Department of Transportation** in FY 2008.

Proposed Rate	Current Rate	
Outdoor Advertising Permit Fee, per year	25.00	25.00
GRAMA Fee		
Pghhthbrer Copy, If they come into our office to make the copy	.05	.05
Per Copy, if UDOT makes the copy	.50	.50
Per Copy, 11 X 17 Copy, beginning the first sheet	1.00	1.00
Per Computer Run	25.00	25.00
When the request requires computer output other than word processing, plus a reasonable portion of the costs associating with formatting or interfacing the information. Hourly rate, after the first quarter hour, of staff time for search, retrieval, and other direct administrative costs for complying with a request, not to exceed the salary of the lowest paid employee who, in the discretion of the custodian of the records, has the necessary skill and training to process the request.		
Tow Truck Driver Certification Fee	200.00	200.00
Tramway Registration Fees		
Two-car or Multicar Aerial Passenger Tramway (101 HP or over)	1,320.00	1,320.00
Two-car or Multicar Aerial Passenger Tramway (100 HP or under)	660.00	660.00
Chair lift (Double)	420.00	420.00
Chair lift (Triple)	495.00	495.00
Chair lift (Quad)	585.00	585.00
Chair lift (Detachable)	1,320.00	1,320.00
Conveyor, Rope Tow	165.00	165.00
Funicular (Single or Double Reversible)	1,320.00	1,320.00

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Rope Tow, J-bar, T-bar, or platter pull	165.00	165.00
Bus Bench Advertising		
Initial Permit good for 5 years	200.00	200.00
Renewal good for another 5 years	25.00	25.00
Access Management Application Fees		
Type 1	50.00	50.00
Type 2	350.00	350.00
Type 3	750.00	750.00
Type 4	1,750.00	1,750.00
Access Management Application Fees		
Access Violation Fine - per day	10.00	10.00
Airport Licensing Fee	10.00	10.00
Aircraft Rental Fees (per hour)		
Cessna 206	140.00	140.00
King Air C90B	465.00	465.00
King Air B200	570.00	570.00
Total	No Increases	No Increases